The image shows the front cover of an old book. The cover is decorated with a traditional marbled paper pattern, often called a 'stone' or 'shell' pattern. This pattern consists of large, irregular, rounded shapes in various shades of brown, tan, and cream, separated by thin, dark, branching veins. The overall effect is reminiscent of natural stone or biological cells. On the left side of the cover, there is a small, rectangular white paper label. The label is slightly offset from the edge and contains four lines of black, sans-serif text. The text is left-aligned and provides a call number and copy information. The background of the entire image is the marbled paper, which shows some signs of age and wear, particularly along the edges and in the creases.

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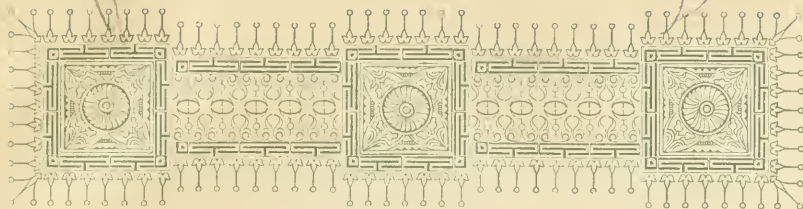
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UNITED STATES OF AMERICA.

THE CULLEN SERIES.

NUMBER I.



AN INTERESTING MEMOIR

OF THE

JAMESTOWN VOYAGE TO IRELAND

BY THE LATE

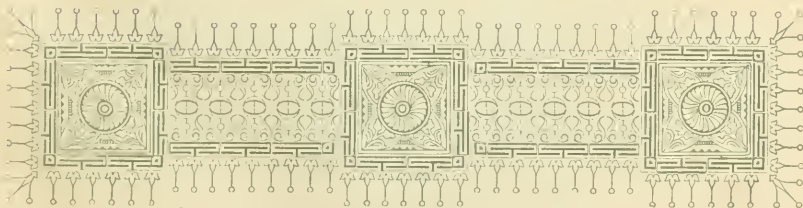
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R. B. FORBES



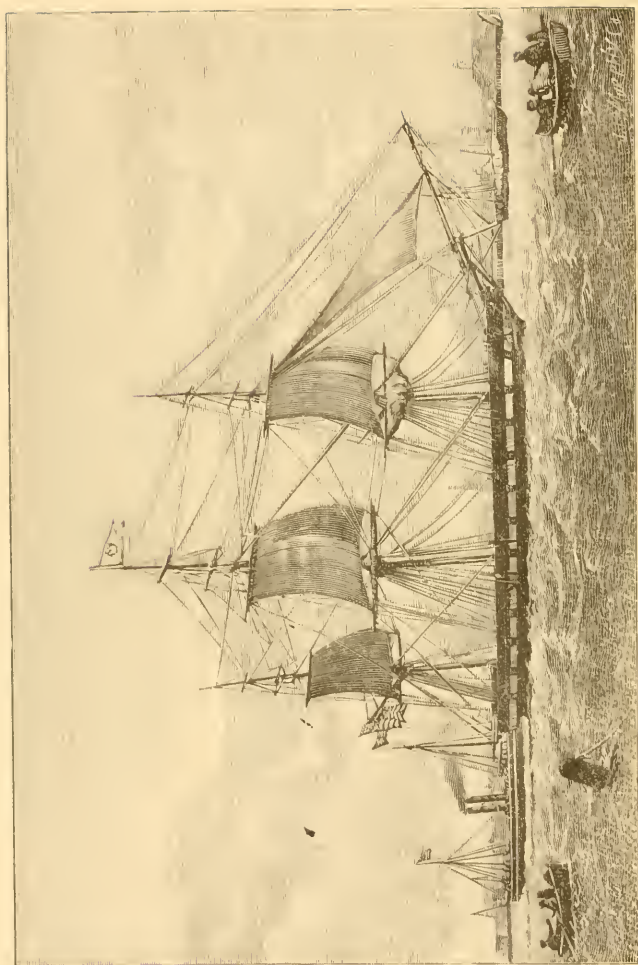
BOSTON

JAMES B. CULLEN & COMPANY

506 WASHINGTON STREET



PRICE, TWENTY-FIVE CENTS.



THE JAMESTOWN.

AN INTERESTING MEMOIR

OF THE

JAMESTOWN VOYAGE TO IRELAND,

BY THE LATE

✓
R. B. FORBES.

ILLUSTRATED.



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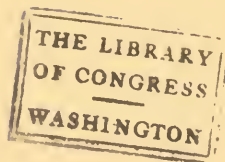
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Copyright, 1890,
By JAMES B. CULLEN.



PUBLISHERS' ANNOUNCEMENT.

THE publishers present herewith a unique bit of literature to the public, and add it to the historical collections already in the archives of Massachusetts.

This authentic memoir is from the pen of the late Capt. Forbes, in his day one of the worthiest and best respected citizens of Boston.

The contents of the book are of solid value, and of interest to everybody.

America and Ireland are old, tried, true, and loyal friends; these two nations are united in bonds of love and sympathy which have been strengthened by all the terrors of adversity and the dreadful sacrifice of human life for a common cause. To-day, the international influences wielded by the Irish people have become potent factors in shaping foreign affairs, and the sustaining power of the Irish people in this country is the life of the Republic.

Any event which has alternately made a beneficiary of either the American or the Irish nation is of world-wide interest.

* In 1676, Ireland sent supplies to the starving colonists of Massachusetts, and the voyage of the "Jamestown," one hundred and seventy years later, was a practical demonstration of the gratitude of the American people. The story is well told in the following pages by the noble American commander who guided the vessel on her errand of mercy into the Irish port, during that eventful famine-stricken period.

By a special request of the publishers, Capt. Forbes wrote this succinct story. No more fitting time to pay a just tribute to his memory has come than the present, since his demise is of recent occurrence.

We are convinced that the professional man, the merchant, the mechanic, and a large class of people who will not purchase exhaustive and costly works will bid this piece of condensed historical information a hearty welcome.

THE PUBLISHERS.

* See "The Story of the Irish in Boston," Cullen, pages 79, 80, and 81.

SYNOPSIS OF CONTENTS.

Washington's birthday, 1847. — Congress petitioned on behalf of Ireland. — A joint resolution passed. — The frigate "Macedonian" loaned. — The sloop-of-war "Jamestown." — On St. Patrick's Day the Laborers' Aid Society stores about one thousand tons of supplies on board. — Sunday, March 28. — The start for sea. — The Boston Relief Committee. — The tug "R. B. Forbes." — Capt. F. W. Macondray. — Capt. James Dumaresq Farwell. — Dr. Luther Parks. — The crew of the "Jamestown." — A sketch of the ship. — The Rev. R. C. Waterston calls attention to Ireland's aid to America in 1676. — An account of the "Irish donation." — Mr. Waterston's grateful tribute to Ireland's charity. — "Cast thy bread upon the waters, for thou shalt find it after many days." — "A ship-of-war changed into an angel of mercy." — "She carries with her the best wishes of millions." — The blessing. — The amount of the contributions of Irishmen to America in 1676. — "We have planted in the Irish heart a debt which will come back to us in the future, bearing fruit crowned with peace and good-will." — Capt. Forbes relates the particulars of the voyage. — Good by, Boston Light. — Queenstown, ho! — A visit from Lient.-Commander Trotheral, of Her Majesty's ship "Crocodile." — A message from Rear Admiral Sir Hugh Pigot. — A deputation from the citizens of Cove of Cork. — The band begins to play. — Cork illuminated. — The meeting of Capt. Forbes and Father Mathew. — They proceed to Cork together. — A banquet at the Cove. — A dinner on the "Crocodile." — Capt. Forbes meets the Temperance Institute at Cork. — Father Mathew presides. — Irish ladies. — Nine days at Cork. — Capt. Forbes "at home," from twelve to three, to the residents of Cork and Cove. — He entertains several hundred by music from Father Mathew's Temperance Band, a barrel of Welsh best ship-bread, flanked by ice from Fresh Pond, lemonade, and a sample of Mrs. Mayer's hard gingerbread. — Irish ladies dance with the red-coats and blue-coats on the deck of the ship. — Presented with a portrait of Father Mathew. — Capt. Forbes invites him to Boston. — Obligated to stay with his famine-stricken countrymen. — An incident. — An English lord applies to Capt. Forbes for relief. — The Captain's reply. — Good by to old Ireland. — Passing Spike Island. — The Royal Marines give three cheers. — The American flag makes response. — Admiral Pigot and the "Zephyr." — "Keep her as long as her coal lasts." — Man overboard. Lost! — The "Macedonian." — The cost of the voyage. — Report of the Relief Committee. — Receipts and expenses of the voyage.

A SKETCH

OF THE

HISTORY OF THE JAMESTOWN VOYAGE.

ON the twenty-second day of February, 1847, certain merchants of Boston forwarded to the Hon. R. C. Winthrop a petition asking Congress to loan a United States ship to carry to Ireland a cargo of supplies for the famine-stricken people of Ireland. On the third of March, the last stormy day of the session, Congress passed a joint resolution granting the loan of the frigate "Macedonian" to Capt. Geo. C. DeKay, of New York, and the sloop-of-war "Jamestown" to myself, as I happened to have headed the said petition, and the Hon. J. T. Mason, Secretary of the Navy, at once sent an order to Com. F. A. Parker, commandant of the Navy Yard at Charlestown, to prepare the "Jamestown" by the removal of her armament.

The order came on the eleventh of March, and on St. Patrick's Day, the seventeenth, the Laborers' Aid Society stowed on board about one thousand tons of stores; by the twenty-seventh she was full, say about eight thousand barrels in bulk, consisting of provisions, grain, meal, clothing, etc.

On Sunday, the twenty-eighth, at 8.30 A. M., the fasts were cast off, and with a fine breeze at northwest, we started for sea, accompanied by the tow-boat "R. B. Forbes," on board of which were the Boston Relief Committee, consisting of Hon. Josiah Quincy, Jr., chairman, Thomas Lee, J. Ingersoll

Bowditch, James K. Mills, Geo. W. Crockett, and Hon. David Henshaw.

In about an hour the committee came near and requested me to heave to and put out the pilot, Mr. Phillips, but I returned for answer that the tug must come close to the quarter and he would be swung on board with the aid of the vang of the spanker gaff. This was done successfully, and with hearty cheers from the committee we proceeded on our way.

It may be well here to state that my chief officer was Capt. F. W. Macondray, who had been several years in my employ; my second officer was Capt. James Dunaresq Farwell, who had also been in my employ, volunteers without pay; and two experienced seamen, Messrs. White and —, who were under pay. Dr. Luther Parks went as surgeon, and a young man by the name of Sullivan went as passenger, as an acknowledgment of his father's free services, as broker, in gathering together the cargo. Of active men fit to go aloft there were thirty-one, there were two stewards, a cook and his aid, and the balance, to make up the whole company to forty-nine all told, consisted of several green hands and several men who had become cripples from frosted feet.

The ship drew about twenty feet of water; the lower hold was full of cargo; the between decks, or what is called the "berth deck," where the crew and officers lived when she was a vessel-of-war, was also full of cargo, and the gun deck, covered in by a light "spar deck," was occupied by the crew and stores, by the launch and cutter, and by the pumps; my cabin and dining-room, with the quarters for the officers, occupied the after end of this deck: all the ports were planked up and made tight, but as the pumps still delivered their water on this deck and much came in through the rudder casing or port, this gun deck was constantly wet and uncomfortable. While fit-

ting out the ship, the Rev. R. C. Waterston wrote to me, stating that the records of Plymouth County showed that we received aid from Ireland in our infancy as a nation. I quote the following from the records of 1676 : —

“The order and distribution of this Colony’s contributions made by divers Christians in Ireland, for the relief of such as are impoverished and distressed by the Indian wars, was, as respects this Colony, apportioned as followeth : — *

					Appointed to distribute it.
					{ Leift. Morton.
					{ Joseph Warren.
					{ William Crow.
PLYMOUTH	08	.	00	.	00 . {
					{ Mr. Josiah Standish.
					{ William Paybody.
DUXBURY	02	.	00	.	00 . {
					{ Major Cudworth.
					{ Cornette Studson.
SCITUATE	12	.	00	.	00 . {
					{ Edward Jenkins.
					{ William Harvey.
					{ James Walker.
TAUNTON	10	.	00	.	00 . {
					{ John Richmond.
					{ Mr. Brown.
SWANSEY	21	.	00	.	00 . {
					{ John Butterworth.
					{ Francis Combe.
MIDDLE BERRY	04	.	10	.	00 . {
					{ Isacke Howard.
					{ Capt. Freeman.
EASTHAM	00	.	10	.	00 . {
YARMOUTH	00	.	10	.	00 . {
					{ Mr. John Thacher.
					{ Mr. Huckens.
BARNSTABLE	03	.	00	.	00 . {
					{ Barnabas Laythrop.
					{ John Cooke.
					{ John Smith.
DARTMOUTH	22	.	00	.	00 . {
					{ John Russell.
					{ Mr. Nathaniel Paine.
REHOBOTH	32	.	00	.	00 . {
					{ Lieft. Hunt.
					{ Mr. Daniell Smith.
					{ Ensigne Eames.
MARSHFIELD	02	.	00	.	00 . {
					{ Anthony Snow.
					{ Elder Brett.
					{ Deacon Willis.
BRIDGWATER	07	.	00	.	00 . {
					{ Mr. Samuel Edson.”

* The amount, according to Morton’s “New England Memorial,” edited by Judge Davis, pages 459–61. was £124 10s., made to fourteen towns on the Cape.

To borrow the words of Mr. Waterston, I quote: "It is an interesting fact that the people of Ireland, nearly two hundred years ago, thus sent relief to our Pilgrim Fathers in the time of their need, and what we have been doing for that famishing country is but a return for what their fathers did for our fathers; and the whole circumstances prove a verification of the Scripture, 'Cast thy bread upon the waters, for thou shalt find it after many days.'" In making this Scriptural quotation, Mr. Waterston goes on to say: "I consider the mission of the 'Jamestown' as one of the grandest events in the history of our country. A ship-of-war changed into an angel of mercy, departing on no errand of death, but with the bread of life to an unfortunate and perishing people. She carries with her the best wishes of millions, and it seemed as if Heaven smiled upon you in your speedy passage out and your safe return." It will readily be seen that these good and grateful words were not uttered until the voyage was ended.

In allusion to what the reverend friend had said, I remark, in the introduction to the history of the voyage of the "Jamestown," that I was very grateful to him for so successfully enabling me to weigh anchor, and complete the report to the Relief Committee.

The amount of the contributions of Irishmen in 1676, at compound interest, would be so large that I dare not say how much we should still be indebted after all New England has done and is doing.

The amount would be over \$200,000. Let us hope to pay it off, still leaving us much in debt to Ireland; we have planted in the Irish heart a debt which will come back to us in the future, bearing fruit crowned with peace and good-will.

After this preface, I will go on and give such particulars of the voyage as may be of interest to the present generation.

After taking leave of the Relief Committee off Boston Light, we were favored by a good run clear of George's Shoals and clear of the Banks, until, on the twelfth of April, fifteen days and three hours from home, we cast anchor in the outer harbor of what has since been known as Queenstown. We soon received a visit from Lieut.-Commander Trotheral, of Her Majesty's ship "Crocodile," conveying a message of welcome from Rear Admiral Sir Hugh Pigot, and an assurance that everything would be done to expedite the delivery of our cargo and to prepare the ship for her return to the United States. Early the following day the "Sabrina," Capt. Parker, a passenger steamer, came along, took us in tow, and carried us to the government store-houses at Haulbowline; before the ship was fairly moored, there came a deputation from the citizens of Cove of Cork, who had previously sent on board a band of music. On the thirteenth the town was illuminated; on the fourteenth the cargo was being discharged, and I proceeded to Cork, in company with Father Mathew, and was introduced to the collector and other officials on the fifteenth; a banquet was given by the citizens of Cove in honor of myself and my officers, and on the sixteenth I was entertained by a dinner on board of the "Crocodile." On the nineteenth I met the Temperance Institute at Cork, at the head of which Father Mathew presided; many were the kind words spoken on this occasion, and a number of short poems were presented by the ladies present; among others one came from Joseph Hamilton, Esq., of Dublin.

Considering that we were at Cork only nine days, it is a wonder that the spirit of song and poetry should have been awakened at all.

On the twenty-first of April, *twenty-four days only from leaving Boston*, I was "at home" from twelve to three to the residents of Cork and Cove, and I entertained several hundred

by music from Father Mathew's Temperance Band, and by a barrel of Welsh best ship-bread, flanked by a large piece of ice from Fresh Pond, which I declared was manufactured *expressly for the purpose* on the twenty-fifth of March. I gave also good lemonade, and a very small sample of Mrs. Mayer's hard gingerbread; but it must be owned that the best part of the picnic was furnished by the ladies, who danced with the red-coats and the blue-coats on the deck of the ship.

On the twentieth of April I visited various officials, to take leave. On the twenty-second I went to Cork and made final arrangements with my kind friend and agent, Mr. William Rathbone, of Liverpool, for the distribution of my cargo and other cargoes coming to my consignment.

While at Cork, Mr. John O'Connor presented to me a portrait of Father Mathew, and an engraving of a tower erected to the memory of that good man, whom I invited to come with me to Boston, but he was obliged to decline, not wishing to leave his famine-stricken countrymen.

My agents at Cork were Messrs. N. & I. Cummins, and at Cove, Messrs. James Scott & Co., to whom I was much indebted for many acts of kindness and for free work in aid of my mission. Among the incidents of my stay at Cork, I might mention the application of Lord —— for relief; but on being asked to visit a fine yacht that he was building, I concluded that I might find better objects on whom to lodge any part of my cargo.

Finally, on the twenty-second of April, at 3.30 P. M., we left Cove in tow of Her Majesty's steamship "Zephyr." On passing Spike Island, where the Royal Marines, under Lieut.-Col. Coryton, were stationed, we were much gratified by seeing the whole corps drawn up under arms, and as we passed, they gave three cheers in a style never before experienced by me.

As we had no guns with which to respond, we could only dip our flag and make a feeble response.

Soon after the "Zephyr" cast off, and we made sail to a light, favorable breeze. When I called on Admiral Pigot to take leave, I inquired as to how far I might avail myself of the "Zephyr." He answered, "*Keep her as long as her coal lasts.*" At Cork we had found a number of good seamen ready to ship at nominal wages, so that we had an excellent crew, and several persons from an American ship lately wrecked on the Irish coast. The only incident of importance experienced on our way home is noted in my journal, namely : —

May third, while furling the jib, at night, in dark, squally weather, John Hughes, one of our best men, was lost from the jib-boom. He was not missed by the other men at the time. The ship was under a press of sail, going ten or eleven knots, and nothing could have been done to save him had it been known at what time he lost his hold. On the sixteenth of May (Sunday), just forty-nine days from the time of leaving, we anchored off the Navy Yard, and the next day delivered the good ship to Commodore Parker.

THE "MACEDONIAN."

This historic frigate was captured from the British, and, as has been said, was granted to Capt. George C. DeKay to carry provisions to Ireland and Scotland. On my return, on the sixteenth of May, I found her still off the Battery at New York, with only about two thousand five hundred barrels of cargo on board, and as I had said to the people of Cork much as to her coming, I felt much like seeing her go. I called on the Boston Relief Committee to fill her, and a committee, consisting of David Henshaw, James K. Mills, and myself, was despatched to New

York to see how this could be done. It was determined to put into her about five thousand barrels, and the Rev. Father Taylor to go out in her in charge of the bill of lading. This was done, and some time in June this cargo was landed at the Cove of Cork, and Capt. DeKay went to Scotland and landed his original two thousand five hundred barrels, returning to New York in October.

The cost of the "Macedonian's" voyage was such that Capt. DeKay went to Congress for relief, and procured a grant of money to help out his expenses; but he sacrificed much in the good cause, and died not long after his return.

The report of the Relief Committee gives the following figures, receipts being, —

From Massachusetts	\$115,041 96
Maine	9,881 03
New Hampshire	18,401 38
Vermont	4,371 02
Rhode Island	1,030 50
Connecticut	1,068 00
Indiana	223 16
Wisconsin	216 25
Illinois	20 00
Arkansas	153 75
	<hr/>
	\$150,407 05

Nearly \$122,000 of this sum was received in cash. The city of Boston gave \$51,641.19 in cash and \$521.75 in provisions; total, \$52,162.94. Other Massachusetts towns gave \$63,479.02. The committee forwarded the contributions by the following vessels: —

Steamer "Cambria" to Liverpool . . .	\$1,085 00
United States ship "Jamestown" to Cork . .	40,018 80
Bark "Tartar" for Cork	29,752 23
Ship "Morea" for Glasgow	23,609 95
Ship "Reliance" for Cork	27,946 37
United States ship "Macedonian" for Cork .	23,840 94
Ship "Mary Ann" for Liverpool	181 13
Balance remitted by steamer	4,872 63
	<hr/>
	\$151,307 05

Railroads brought freight free, Bancroft trucked goods free, wharfage free, and the principal papers advertised free ; market men gave tons of food ; Hittinger gave ice.

The account of the voyage was as here stated : —

J. I. BOWDITCH, *Treasurer, in account with* R. B. FORBES.

1847.

June 12. To cash paid for

Provisions	\$703 35
Wages of crew	1,675 00
Lining water-tanks	60 31
Coopering cargo	14 78
Ship-chandlery	44 73
Sundry expenses	34 25
Paid female employment, etc., at Cork, £40, and handed to J. Scott, at Cork, £60,	457 64
	<hr/>
	\$2,990 06

1847.

March 23.	Received of Treasurer	\$800 00
26.	Received of Treasurer	664 90
April 5.	Received of Treasurer	1,180 19
June 14.	Received of Treasurer	20 16
	Passengers from Cork	107 61
	Ballast sold	150 00
	Donation from S. C. Phillips	33 60
	Donation from O. Goodwin	33 60
		<hr/>
		\$2,990 06

Errors excepted.

R. B. FORBES.

BOSTON, June 14, 1847.

Memorandum of the expenses of the voyage.

Provisions	\$703 35
Wages	1,675 00
Chandlery	44 73
Disbursements	34 25
	<hr/>
	\$2,457 33

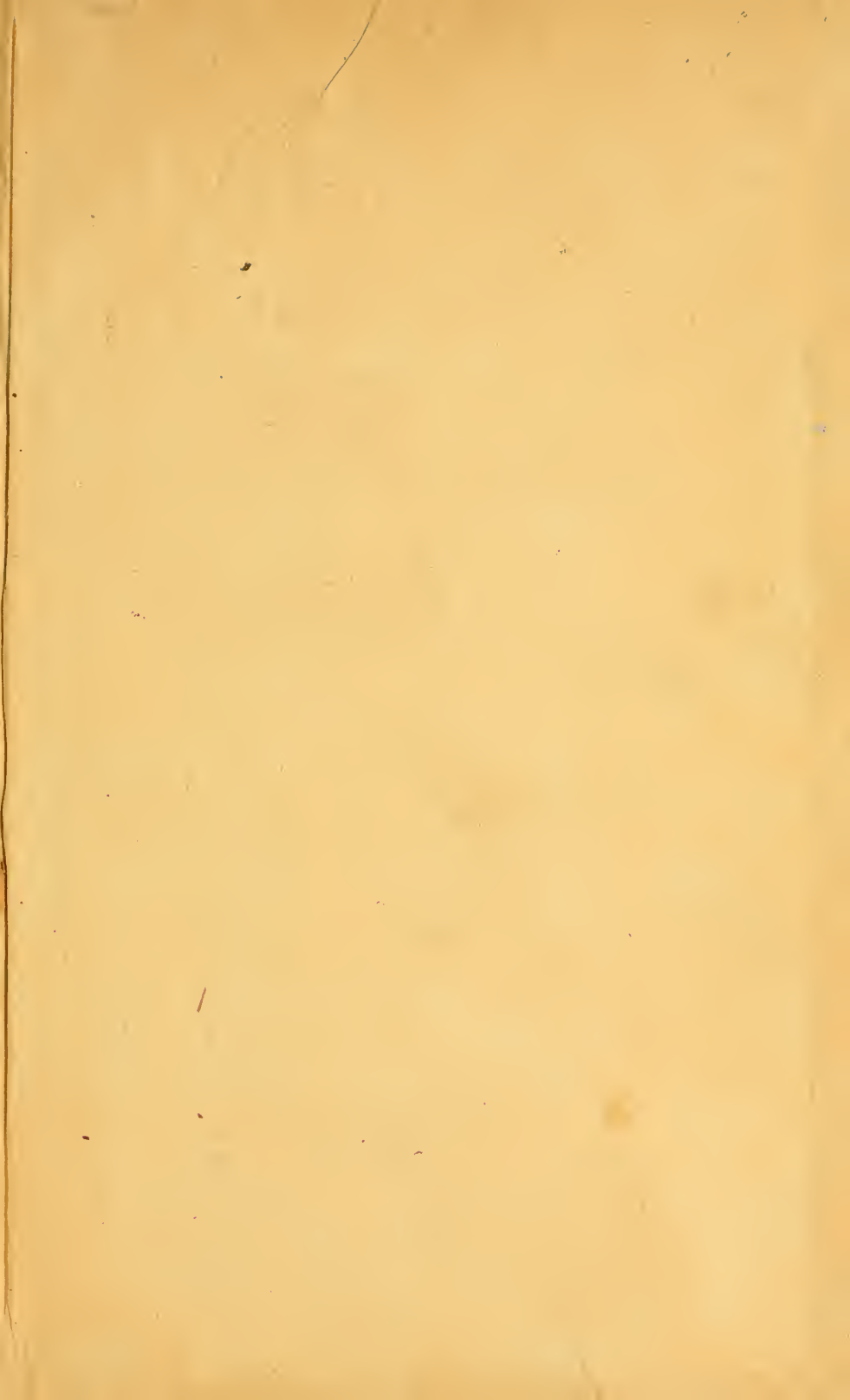
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2 passengers	\$107 61
Ballast sold	150 00
2 men's wages found	67 20
Bill of provisions returned Winches- ter	421 00
	<hr/>
	745 81
	<hr/>
	\$1,711 52

And contributed by the Boston churches on the day of sailing	\$3,076 64
Charges	1,711 52
	<hr/>
Balance	\$1,365 12

This represents the amount of credit to committee, showing that *nothing was paid out*, and this amount was procured, over expenses.

R. B. FORBES.



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